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Project in the Bellary district not abandoned—cont.

Item number and name of project.	Remarks.
7. Tungabhadra Project.	The project was intended for the irrigation of about 961,800 acres of wet crop and for the protection of 1,000,000 acres of dry crop. The object was to give a large measure of protection to the districts of Bellary, Anantapur, Kurnool, Cuddapah and Nellore. The project as finally revised was estimated to cost Rs. 13 crores, but as a return of only 2·59 per cent was expected, and as it was considered that the Cauvery and Kistna Reservoir Projects which were likely to prove more productive, should be given precedence, it was decided in 1909 that the project should be indefinitely postponed.
8. Hagari-Malkapuram Project.	Under investigation; observations are being made of the flow of water in the river.
9. Construction of a bank across Kari vanka between Mangalam and Hadagalli.	Investigated; report awaited.

APPENDIX IV.

[Vide answer to question No. 478 asked by M.R.Ry. A. Ranganatha Mudaliyar Avargal at the meeting of the Legislative Council held on the 22nd March 1921, page 928 supra.]

I
THE MARINA LOOP RAILWAY, MADRAS.

A Public Meeting.

The public meeting convened by the Sheriff of Madras to protest against the proposed alignment of the Marina Loop Railway was held at the Victoria Public Hall, Madras, on April 1st. There was a very large attendance, among those present being the Hon'ble Sir George Arbuthnot, the Hon'ble Sir V. Bhashyam Ayyangar, Raja Sir Savalay Ramaswami Mudaliyar, His Grace Archbishop Colgan, Mr. A. D. Jackson, Mr. E. W. Orr, Mr. J. G. Smith, the Hon'ble Nawab Syed Muhammad Sahib, Mr. V. Krishnaswami Ayyar, Mr. J. R. B. Branson, Mr. V. C. Desika Achariyar, Mr. E. H. Elliot, Mr. W. D. Smith, Mr. J. D. Ker, Mr. James Short, Mr. G. Narayanaswami Chetti, Mr. W. C. Scott, Mr. H. Scott, Mr. C. J. Higgs, Mr. W. H. Wiele, Mr. A. Scholl, Mr. R. T. Menzies, Khan Bahadur Waljee Laljee Sait, Mr. T. Ghansham Singh, Mr. D. Gopaul Rao, Mr. J. R. Coombes, Mr. P. R. Sandra Ayyar, Mr. F. M. Robinson, Mr. A. S. Cowdell, Mr. J. G. Kernan, Mr. A. E. Renontrre, Mr. J. Meredith, Mr. C. Yethirajulu Nayudu, Mr. S. Guruswami Chetti, Mr. H. L. Padday, Mr. Lodd Govindas, Mr. M. K. Lakshmana Achariyar, Diwan Bahadur N. Subrahmanyam, Mr. N. Appusundram Pillai, Mr. F. Rodgers, Mr. H. M. Upshon, Captain V. J. Staggs, Mr. Roebuck, Mr. G. A. Natesan, Mr. Ure, Mr. S. P. D'Sylva, Mr. S. R. Turnbull, Mr. J. Atkinson, Mr. R. A. Thompson, Mr. F. G. Wilson, Mr. P. M. Sivaangnana Mudaliyar, Mr. P. Ranganadam Mudaliyar, Mr. A. C. Parthasarathi Nayudu, and many others.

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The Sheriff of Madras read the requisition from the citizens of Madras calling upon him to convene the meeting, and announced that it was largely and influentially signed. He then declared the meeting open.

The Chairman's Remarks.

On the motion of Raja Sir Savalay Ramaswami Mudaliyar, seconded by the Hon'ble Nawab Syed Muhammad Sahib, the Hon'ble Sir George Arbuthnot was voted to the Chair, and in opening the meeting, he said :—

"GENTLEMEN,—I thank you most sincerely for the great honour you have done me in voting me to the Chair. I see that, in a moment, perhaps, of inspiration, the talented author of the programme of our proceedings this evening has entered at this stage 'remarks by the Chairman', and it would perhaps be playing him a shabby trick if no remarks were forthcoming. But you will not, I am sure, take it amiss if my words are very brief, for though the subject in connexion with which we have met to-night is one of very great importance to the public of Madras, yet it is not one about which it seems necessary to speak at any great length, and I should be loath to poach upon the preserves of the speakers who come after me, and who will, I know, give eloquent and forcible expression to our feelings in this matter. Gentlemen, the right of public meeting is one which the citizens of Madras have ever most rightly held dear, yet it is one which they have exercised with moderation. I have, however, taken part in not a few such meetings, and I am bound to say that I can remember none when we had more legitimate occasion than the present for making our voices heard, for our protest is against an act of vandalism which will go far to spoil and disfigure one of the most pleasant spots and one of the most conspicuous beauties of Madras, the city we are all proud of. You remember, I doubt not, the celebrated Irishman's oft-quoted lines about the admirable military roads of Scotland :—

'If you'd seen these roads before they were made
You'd bless the name of General Wade.'

Well, I am half an Irishman myself, so I may venture to say that we who remember the Marina before it was made, when we look at it as it is now, have good reason to bless the name of Sir Mountstuart Grant Duff, to whom we owe it, and to resolve that it shall not be disfigured and ruined by superfluous and unnecessary railway, if any action of ours can prevent it. We have not, some of us, altogether forgotten our classics, and in the words of Juvenal—or was it Horace? I am afraid that I am getting rusty in these matters—well, in the words of the Latin poet, *Facit indignatio versus*, which may be roughly translated 'Indignation makes poets of us all'—and, if poets, why not orators also? I hope that the divine afflatus will descend on all the speakers to-night, and that, inspired by the virtuous indignation which the poet speaks of, they will rise to heights of eloquence which will soften the hearts of Government, and preserve for us, unimpaired in all its beauty, the Marina of Madras."

The First Resolution.

Mr. V. Krishnaswami Ayyar next rose to move the first resolution, which ran as follows :—

"That the public of Madras in meeting assembled respectfully but emphatically protest against the proposed construction of the Loop Line of the South Indian Railway along the Marina foreshore—an alignment which would disfigure the Marina and would cause the greatest inconvenience to the large numbers who frequent it and the foreshore."

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In doing so, he said he stood before the meeting with a feeling of diffidence in speaking to the proposition. In the first place he was there in place of one of the foremost speakers of Madras—Mr. Eardley Norton—who was to have addressed the meeting upon the proposition that evening, but who was unavoidably absent. He was also diffident for another reason. He was afraid of being classed among carping critics of official measures, of the wisdom of which they had lately been told the officials were the best judges.

He did not think it required the eloquence of Mr. Norton or even official brains to understand the question now before the meeting and to grapple with it. Being a plain man he brought to the question his commonsense and judged the merits of the question by its aid alone. He felt no difficulty in presenting the proposition for their acceptance. They were met that evening under the presidency of one of their most distinguished citizens—(applause)—the representative of a house the interests of which had been bound up in Madras for about a hundred years. They were met together that evening to give expression to the feeling, common among them, of indignation at the resolution of Government to run the line along the Marina without taking the public of Madras into its confidence before deciding to take that step. Sir M. E. Grant Duff called the Marina the finest in the world. The speaker did not know if it were that, but he did know that it was the pride of Madras and also that it was the envy of Bombay and Calcutta. There was no difficulty whatever in realizing the fact that if the proposed line were constructed along the foreshore it would disfigure the Marina and would mar its beauty in such a manner that they would all feel they had lost something they valued dearly.

If it were a mere question of aesthetics, or of their sense of the beautiful being offended, that would still be sufficient reason for the proposed alignment being abandoned. But it did not stop there. They would be worse off for the line in several respects. Many of the citizens of Madras now went to the Marina and enjoyed the cool evening breeze there, especially in the hot months. Men who had spent the day in their offices and were glad, after the day's fatigue and heat, to drink the cool breezes, women and children, all loved to go to the Marina, and all classes—men, women and children alike—would regret the change, if this line were allowed to run along the foreshore. The Hon'ble Mr. Spring, an expert in Engineering, had advised Government in the matter of the proposed line; but had Government consulted a doctor on how far it would affect the health of the City of Madras and how far the mortality of the city, which was already high, would be affected? If people did not go to the Marina in the evening, would not their health suffer in consequence? This seemed a question well worthy of consideration.

But apart from all these questions let them look at the proposed alignment from the point of view of Government. He supposed it had been made under the impression that it would meet the convenience of the people of Madras. They saw from the plans that had been published that it ran along the foreshore by the Marina, and that there was a station called Mylapore and another called Triplicane, both also on the foreshore. He supposed it was expected that people from these parts of the city would use the line. But passengers would have to travel a mile to the station to travel two miles in the train and he thought no man would engage a carriage to take him to the station and then leave it there and get into the train. The proposed line was, therefore, objectionable from the point of view of the people using it.

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There could be no doubt that Government had made a mistake and he did not think this mistake would have been made if the members of Government had been really citizens of Madras. If they were not gentlemen with one foot here and the other on the Blue Mountains, spending seven months of the year in the Hills, if their interests were bound up in the interests of the city, they would not view this question in the light they did at present. Many of those present would remember the great public meeting held in Madras 12 years ago to protest against the annual exodus of Government to the Hills. They had not renewed their protest year after year since then and had accepted the exodus as inevitable. But that did not mean that they should stand still when the interests of the people were at stake, and if they had realized the far-reaching consequences the exodus would have, he was sure they would be protesting every year against it. He did not think there was any one present who held a view of the situation different from that presented that afternoon. The Chamber of Commerce, the Trades Association and the Municipality were all agreed, with practically one voice, to protest against the action of Government. Those assembled in the hall were there as the representatives of all communities of the inhabitants of the city to give voice to the universal feeling that if the line was made, as was at present intended, it would be injurious to the best interests of Madras. He could not believe that their resolutions would be viewed with disfavour by Government. He thought it was because the members of Government were not really inhabitants of Madras and had not enjoyed a walk on the Marina in the hot months, that they did not realize the advantages of the Marina as the citizens did realize them. And if in a moment of thoughtlessness—if he might be permitted to use the word—Government had sanctioned the scheme, he was sure the resolutions of the meeting would receive due consideration at the hands of the authorities, and that they would cancel the proposed alignment and adopt another more conducive to the interests of the people.

Mr. Edward Orr seconded the resolution. He said that as the representative of the Trades Association of the city he had been honoured with an invitation to second the resolution now before the meeting. In the first instance he was asked to support it, and very few words would then have been necessary, but within the past few hours he had been promoted to second the resolution and he felt quite incompetent to do so. The matter before them, however, was one that did not admit of any controversy. They were all agreed that the railway, as at present proposed, was unnecessary, that it did not meet the requirements of the South Indian Railway, and was directly in opposition to the wishes and best interests of the citizens of Madras. He had read in a Calcutta paper that morning the following paragraph:—

"We publish this week a map of a proposed extension of the South Indian Railway, which should prove, if any further proof were wanted, that the epithet 'benighted' is no longer deserved by Madras. A city which will consent to the defacement of a sea promenade such as the Madras Marina, to make it easier for its population to travel, is according to modern ideas quite in the forefront of civilization."

There seemed to be some slight misapprehension here. In the first place their consent to the scheme had never been asked and as for 'benighted,' a word which people who had never been to the Presidency were very fond of using, he thought they would all agree with him that if the citizens of Madras sat down and allowed this railway to be carried out without opposing it by all the legitimate means possible, they would thoroughly deserve the reputation of being benighted.

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(applause). He did not think Government could be acquitted of thoughtlessness—if he might use the word of the last speaker—in approving of this scheme. But Governments pass away and their *personnel* also, and they must remember that the present Government was not responsible for the passing of the scheme they were protesting against that afternoon. In that very hall he had heard His Excellency Lord Ampthill proclaim himself 'a citizen of Madras' and he had amply proved that his words were not a mere form, and, by his munificent donation on that occasion, had proved himself to be indeed the first citizen of Madras (applause). Fortunately, he thought, His Excellency held the portfolio of Public Works, and the speaker was sure they might safely hope that, as no true citizen would see the Marina spoiled by this railway, the resolution now before the meeting would receive due consideration and the scheme it protested against abandoned. He had heard a whisper that the scheme was opposed by the Military authorities, who might object to a line of railway running through their military zone. The scheme was opposed to the best interests of the South Indian Railway who would get no traffic, and to the best interests of the Madras public, who wanted to preserve their magnificent Marina, and he did not think any other reasons were necessary to show them all the necessity for passing the resolution now before them. He had great pleasure in seconding the resolution, both in his own right as a citizen of Madras and also as the representative of the Madras Trades Association.

The Second Resolution.

Mr. V. C. Desika Achariyar moved the second resolution which was as follows:—

"That the above resolution be communicated to the Government in the Railway Department, together with a copy of the proceedings of the present meeting, and an expression of opinion that any Loop Line of the kind should be aligned as close as possible to the centres of population which it is intended to serve, and that it should be so constructed as to avoid all level crossings, which are already a source of danger and inconvenience in other parts of the city."

In doing so, he said that the resolution he had the honour to place before the meeting really consisted of two parts, the first of which required no speech from him at all. The meeting had just unanimously voted in favour of the first resolution so ably and eloquently moved by Mr. V. Krishnaswami Ayyar and so influentially seconded by Mr. Orr, not only in his individual capacity as a citizen of Madras, but as the representative of the Trades Association. So far, therefore, as the first part of the resolution, that the resolution which they had just passed be communicated to Government with a copy of the proceedings of the meeting, was concerned, he took it that the meeting was in agreement and would vote unanimously for the same, but he would crave their indulgence and would, with some little diffidence, ask them to pass the second portion of the resolution. That diffidence began on Monday last. The Municipal Commissioners had before them a resolution on the subject which ran as follows: "The Commissioners beg to protest against the adoption of the proposed route of the Marina Loop extension of the South Indian Railway as being likely to ruin the existing excellent seaface of the city without any corresponding advantage, and to request that Government will be pleased to arrange with the Railway authorities to have the same laid along the high-level route by the Buckingham Canal, which would better serve public convenience and traffic." Several of the Municipal Commissioners wanted to stop short at 'city,' and were even unwilling to add the words "without any corresponding advantage" and did not like to pass the second portion of the resolution.

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Therefore, it was with some little diffidence that he moved that portion of the proposition also for their kind and unanimous acceptance. He felt sure that when he placed the facts before them, no eloquence would be required in pressing the proposition for acceptance. The reasons had all been accepted by the authorities responsible for the line. The object of the Marina Loop Line was to serve the City of Madras and to enable its citizens to travel from one part to another. It was also, after a good deal of discussion, agreed that a high-level alignment was preferable to a low-level alignment, which would necessitate so many level crossings, which had proved a public nuisance so far as they already existed in Madras. Several of them must have felt the inconvenience when going to their places of business in Black Town. When Sir George Moore was President of the Municipal Commission he was consulted as President by Mr. Spring. Sir George Moore was kind enough to pass the papers on to him (the speaker). Fortunately for him, since he had quoted from memory at last Monday's municipal meeting, when it was remarked that documentary evidence was wanted, he looked up the old papers and made a few notes. It was in the year 1898 that the South Indian Railway thought it necessary to have a double line between Pallavaram and the Beach. With that view the Agent of the South Indian Railway wrote to his own Board at Home that instead of a double line the alternative suggestion might be adopted of carrying a Loop Line from Saidapet to the Beach, since it would serve the densely populated parts of Triplicane and Mylapore, and would be a great convenience to the inhabitants of those suburbs. The South Indian Railway Board in its reply allowed the Agent to survey and prepare plans of the Loop Line on that ground. Taking the present alignment, should Mylapore people want to go to Triplicane, they would first of all have to walk in a southerly direction for a mile to the south-eastern corner of San Thomé where the station is proposed to be located and then travel by railway for one mile to Triplicane. He must be a man with plenty of resource, who did not care either for money or time to adopt such a route. The Triplicane station was proposed to be located on the foreshore opposite Kernan Castle, and Triplicane people would have to come all the way down to Kernan Castle to catch the train. That was the proposed alignment, although the original object was to serve the suburbs of Mylapore and Triplicane. He had read in the papers recently several questions put as to whether Mr. Spring bore any grudge to the citizens of Madras, had he suggested the proposed scheme to spite them and to deprive them of their Marina. He had known Mr. Spring and could vouch for the fact that he was a perfect type of Englishman and a perfect gentleman. He had a personal discussion with Mr. Spring about the same matter a year ago, and discovered that the shortsightedness of his policy was this. Mr. Spring was of opinion that the Government of India never treated Madras as they treated the other provinces, and it would be next to useless to approach the Government of India for anything but a cheap line. The correspondence on the subject showed that this was the whole burden of his song. It was the idea of the authorities concerned that the Loop Line should be a cheap suburban passenger line which was not to be used for goods traffic except at nights. There must be fast passenger trains with vacuum brakes and lighted with electricity, and among the important constituents were counted the lawyers of Mylapore and Triplicane.

The speaker then proceeded to deal with the official papers in connection with the line and pointed out that the reasons given by those concerned were reasons in their favour, not for an alignment on the Marina foreshore, but for a different alignment which should serve the public convenience. He pointed out that it was suggested in the correspondence that there should be a station near the Adyar

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Club to enable the members of the club to go to their offices and back. The speaker asked them to apply this to the poor citizen of Madras. The influential gentlemen of Adyar could not find it convenient to walk a few hundred yards to catch the train, while the poor people of Mylapore would have to walk a mile or a mile and a half to do so. In the matter of a suburban railway of the kind an additional lakh or two in the cost should be of no account and the line should be so laid as to be of service to the crowded population of Triplicane and Mylapore.

Mr. A. D. Jackson, in seconding the resolution, believed that it was as a member of the Chamber of Commerce that he had been asked to second the resolution proposed by Mr. V. C. Desika Achariyar. He, like his predecessor, Mr. Orr, had been promoted, for he had at first only been asked to support the resolution. However, after the eloquent speeches they had heard he did not think they would expect many remarks from him. After what Mr. Desika Achariyar had stated, there could be no doubt, so far as passenger traffic was concerned, at any rate for Mylapore, the Luz and Triplicane, that the Marina Loop Line would be of very little use. The only argument, apparently, which could be advanced in favour of it was that it was a cheap line. Mr. Desika Achariyar had already told them something of the correspondence which passed between the Agent of the South Indian Railway and his Board on this point, but he (the speaker) had it from another source that the Agent of the South Indian Railway did not consider cheapness a sufficient justification, for he said "by the construction of this Loop the proposed doubling of the main line between Saidapet and the Beach which, under existing circumstances, will have to be undertaken at no distant date, may be found to be unnecessary, and with this saving put against the cost of the Marina Loop the High Level Line would be more than justified. Should, however, the estimate of traffic be too sanguine and the Loop not pay for itself, the mileage of the project is so small that a failure to realize up to the average earnings would have but a small effect on the net profits of the line, and in its favour will be its great public benefit." That disposed of the argument of cheapness. The resolution which he had been asked to second, while dealing with the passenger traffic of the Marina alignment, might be supposed to deal also with the question of level crossings. Nobody could calmly contemplate any addition to the already too numerous level crossings in the city, which were a source both of inconvenience and of danger. As was already pointed out, very considerable delay occurred at these crossings, and a good deal of time was wasted which a business man could ill-afford. Then as regards the danger, he had no doubt that they were all aware that very serious and fatal accidents had happened at the level crossings. The chief attraction of the Madras Marina was that it was at present free from the nuisance of trains and tramways. He had been reminded that that day was the 1st of April, otherwise known as "All Fool's Day," possibly from the prevailing practice of sending the unwary on fruitless errands. It had been suggested to him that the project they had met to discuss that night was one which really was never likely to be carried out, that Government was well aware of the public opinion on the matter, and that the Military authorities had put in a strong protest, so that there was no necessity for a public meeting at all. If in that sense they found themselves made "April Fools," they would not have very much to complain about, for it would at least show that when necessity arose the people of Madras knew how to unite to voice their opinion. He did not think they should let it be thought that because they condemned the Marina alignment that they were indifferent altogether to the Loop Line. He did not think that was the case, but he believed that they should insist upon this, that if a Loop Line was constructed it should

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a line as close as possible to the centres of population it was intended to serve, and that it should be a High Level Line to avoid as much as possible the inconvenience and danger of level crossings.

The resolution was put to the meeting and carried unanimously.

Mr. James Short proposed a hearty vote of thanks to the Chairman, and in doing so referred to the cheerful and ready way in which Sir George Arbuthnot had always identified himself with public questions connected with Madras and its needs.

This was carried by acclamation, and the meeting terminated.

II

G.O. No. 924 Ry., dated 11th May 1903.

READ—the following papers :—

(1)

G.O. No. 2195 Ry., dated 24th December 1902.

ABSTRACT.—Communicating to the Agent the sanction of the Secretary of State to the estimate, amounting to Rs. 14,91,997, for the construction of the Marina Loop of the South Indian Railway and a telegram from the Government of India sanctioning an expenditure of Rs. 9,200 on the final location survey during the current year.

(2)

Letter—from the Chairman, Madras Trades Association.

To—the Consulting Engineer for Railways.

Dated—the 23rd March 1903.

ABSTRACT.—Protesting against the construction of a railway along the Marina.

(3)

Letter—from the Chairman of Public Meeting of 1st April 1903.

To—the Secretary to the Government of Madras, Public Works Department, Railway Branch.

Dated—the 3rd April 1903.

ABSTRACT.—Forwarding report of the proceedings of a public meeting held at Madras on 1st April 1903 to consider the proposed construction of a railway along the Marina foreshore.

(4)

Letter—from the Secretary to the Government of Madras, Public Works Department, Railway Branch.

To—the Chairman of the Public Meeting held on 1st April 1903.

Dated—Madras, the 8th April 1903.

No.—119 R.M.

I am directed to acknowledge the receipt of your letter, dated 3rd April 1903, forwarding a report of the proceedings of a public meeting held in Madras on the 1st April regarding the proposed construction of a railway along the Marina foreshore.

2. I am to say that Government have decided to reconsider the matter and that in referring it to the Government of India a report of the proceedings of the public meeting will be transmitted as you request.

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(5)

Letter—from the Consulting Engineer for Railways.

To—the Agent, South Indian Railway.

Dated—the 4th April 1903.

No.—1555.

I have the honour to inform you that, in view of the strong public feeling that has been manifested against the construction of a railway along the foreshore parallel to the Marina, Government have decided that the whole question shall be reconsidered.

Will you be so good as to stop all expenditure on the Marina Loop project until a decision has been arrived at?

On looking through the papers I find that four routes have been suggested and that they are marked on the plan attached to G.O. No. 1312 Ry., dated 7th August 1901. These routes are not four distinct lines for the whole distance but are made up of parts of the lines marked A, B, C and D. Both routes A and D run for a considerable distance along the Marina and are therefore open to the objections that have been advanced by the public. Route B wholly avoids the Marina and route C merely crosses the northern extension of it near the Napier Battery.

It is understood that the scheme was first suggested as an alternative to doubling the old line via Egmore. I would therefore ask whether, assuming that neither route A nor route D is permissible, you are prepared to advocate as an alternative scheme the construction of a line on route B or route C or the doubling of the old line.

(6)

Letter—from the Agent, South Indian Railway.

To—the Consulting Engineer for Railways, Madras.

Dated—the 7th April 1903.

No.—351.

With reference to your letter No. 1555, dated 4th April, I have the honour to inform you that orders have issued for the stoppage of all work in connexion with the Marina Loop.

2. The public opposition offered to the foreshore alignment of the Marina Loop is, I think, largely due to ignorance of the reasons which led to the adoption of this route. There is also of course a very natural objection to interference with the free use of the seashore in front of the Marina, but I think this interference would prove in reality far less than is popularly anticipated. As in most projects of general utility it is not possible to evolve a scheme which will please everybody, and the alignment to which exception is now taken was thought to be the best solution of a very difficult question, if, after full consideration of the conflicting interests involved, the public of Madras are not prepared to withdraw their opposition to the foreshore route, the project cannot be of much value to them and had better be abandoned. I trust, however, a more just view of the disadvantages of the Marina alignment may be taken and that a railway which this company has supported far more in public interests than its own may not have to be given up.

3. When initiating the project for the Loop Line, I advocated a route via the Buckingham Canal in order to serve San Thomé, Mylapore and Triplicane to the best advantage and to avoid the Marina. The alignment was rejected while I was

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on furlough, and although I naturally regretted a decision against my own proposals I could not but admit the correctness of the conclusions arrived at by the then Consulting Engineer and the Acting Agent. These officers had to devise a scheme which at reasonable cost would afford suitable railway facilities to the districts traversed, without interference with road traffic and the field of fire of the Fort, and which would generally inconvenience the public as little as possible. Non-interference with road traffic necessitated the railway being in bank near the public thoroughfares so as to admit of their being crossed by bridges. It was, I understand, found impossible, even by lowering the line to flood level, to carry the roads over the railway as the long approaches necessary to give easy gradients to the bridges blocked up the entrances to adjoining house properties. No embankment is permissible in the neighbourhood of the Fort and therefore any route for the Loop Line which necessitated a public road having to be crossed by a bridge near the military zone could not be adopted. Under these circumstances the Buckingham Canal alignment together with any other inland route were necessarily discarded, and a route selected along the Marina foreshore, on ground level near the Fort, and free from road crossings. In these preliminaries the cost of the Loop Line was not considered, but it was afterwards found on estimation that any alignment would be far more expensive than was anticipated, and that no route except one along the foreshore promised any fair return on its capital cost. Of the alignments avoiding the seaface, that along the Buckingham Canal, which avoids valuable property, is obviously the cheapest, but it will nevertheless cost at least Rs. 6,00,000 more than a Marina Line. The present sanctioned railway is estimated to cost Rs. 13,00,000 and, under favourable circumstances, to yield 4½ per cent, so that an inland route, costing Rs. 19,00,000, would probably pay barely 3 per cent.

4. From the remarks made in the foregoing paragraph you will understand that, on military grounds neither route B nor C can be adopted, and that on financial grounds neither of these routes has much to recommend them. Even supposing that the Government of India and my Board agreed to ignore financial considerations, there is not the slightest chance of the military objection being withdrawn. You will doubtless remember that about two years ago we were forced by the Military Department to demolish the ornamental walling near the level-crossing in the neighbourhood of the Lighthouse Battery and substitute open fencing. If the slight obstruction to fire offered by this short length of wall was objected to, the cover afforded by a railway embankment will never be allowed. So long as the expenditure on a suburban railway could be kept within moderate limits, it was for some reasons preferable to construct it to doubling the main line in the neighbourhood of Madras. If, however, it will involve an outlay of nearly twenty lakhs the railway interests will be better served by spending a less sum in laying a second track between the Beach and Pallavaram.

5. It may not be out of place to refer in this letter to the various objections raised at the public meeting held in Madras on April 1st to protest against the present sanctioned alignment of the Marina Loop. The public seem to consider that a railway on the foreshore would ruin the Marina, affect the general health of Madras, cause the greatest inconvenience, and tap but little traffic. I think when it is realized that the line from the Presidency College to the Beach station will be practically on the level of the ground, it cannot be considered a great disfigurement of the landscape. The fencing can be almost concealed by shrubs and practically nothing but passing trains will be visible. I do not quite understand how the health of Madras will suffer from a line along the foreshore and one

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would think that a high bank cutting off the sea breeze from the eastern portions of San Thomé and Triplicane would be far more objectionable. The inconvenience caused by the interruption of unrestricted access to the foreshore is undoubtedly a grievance. At the same time matters can be greatly improved by giving numerous overbridges, and if these be of ornamental design they would in no way be objectionable from an aesthetic point of view. A route on the sea-side of the Marina is certainly not to the advantage of the railway and must be prejudicial to traffic. At the same time I do not think serious loss will result, as the traffic between Mylapore and Triplicane, which will be most affected, is never likely to be large.

6. I shall be glad to know as soon as possible whether the Marina Loop is or is not to be given up. The staff now employed cannot be collected in a few days, and pending receipt of further advice from you, have not been given notice that their services will be dispensed with. I take this opportunity of confirming the following telegram despatched to you to-day:—

“ Your letter 1555 of 4th is indent for Marina Loop sanctioned in your 419, January 28, to be cancelled.”

PROPOSED MARINA LOOP LINE, SOUTH INDIAN RAILWAY.

Note on the history and present position of the Project by Mr. E. I. Shadbolt, Officiating Consulting Engineer for Railways. Dated 21st April 1903.

1. The first idea of the scheme for a loop line appears to have arisen from a petition submitted by certain inhabitants of Madras some seven or eight years ago in favour of a suburban railway in the direction of Mylapore. About this period the railway authorities were beginning to realize that for the effective handling of suburban traffic, it would soon be necessary to have a second track between the Beach and Pallavaram or Saidapet. It therefore suggested itself that this second track might take the form of a loop following an independent route instead of merely running along the existing line.

2. It will be convenient, at this point, to indicate the various routes that are referred to in this note. The accompanying map shows certain lengths of line marked A, B, C and D. Line A starts from Saidapet and runs eastward till it strikes the sea beach near the rifle butts at San Thomé, and then runs along the fore-shore direct to the Beach station. Line B starts from a point on line A at Adyar just west of the Buckingham Canal, runs along the west side of the canal to Chepauk, crosses over the Cooum on to the Island and runs along the east shore of the Island, then crosses the north arm of the Cooum and the Mount Road to a junction with the existing railway at Fort station. Line C is a short link starting from a point on line B near the Grant Duff Bridge at Chepauk, crossing the wide part of the Cooum and the main road (northern continuation of the Marina) and joining line A on the sands opposite the southern end of Fort St. George. Line D is a short link leaving line B at Barber's Bridge and running just south of Elliot's Road to a point on line A on the sands.

3. The possible routes that have been considered are made up by combining some of these lines or parts of them. It will be seen that the length from Saidapet to a point near the canal is common to all the routes and, though included in them, is not mentioned in the description now given. It is from this point onwards to Beach station that they differ, as indicated below:—

Route A.—Direct to the sea beach near the rifle butts and thence along the sands to Beach station.

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Route B.—Along the west bank of the canal to the Cooum and then along the shore of the Island to a junction at Fort station.

Route C.—Along the west bank of the canal to the Cooum, across the Cooum and the main road to the sands opposite Fort St. George, and thence along the sands to Beach station.

Route D.—Along the canal to Barber's Bridge, across the canal and the Marina south of Elliot's Road, and then along the sands to Beach station.

4. In 1898 the Agent, South Indian Railway, referred the matter to his Board forwarding a map showing routes B and D as possible alignments that might be investigated. The Consulting Engineer informed Government that these investigations were proposed and opinions were recorded by the members of the Government that there were strong objections to a line passing along the Marina. The investigations were then commenced by the Railway Engineers.

5. While they were in progress it was found that the Military authorities had objections to a line passing on the sea-face of the Lighthouse Battery. It was not until these objections were removed that the Consulting Engineer found himself in a position to take the orders of Government on the subject. In September 1899 he was able to submit such preliminary information as had been obtained with regard to distances, levels, and other matters connected with routes B and D and to express his own views as to the relative advantages of the routes.

6. He pointed out that the proposed line is intended to be a regular suburban passenger line not generally used for goods trains. The passengers likely to use it are residents of San Thomé, Mylapore and The Luz such as lawyers and vakils for the High Court or the Collector's Court, clerks for the offices at Chepauk or the offices at the Fort or the offices in town, students for the colleges at Chepauk or the Senate House, and others. The two alignments were compared in parallel columns as below:—

Via Marina.

- (a) A cheap line as it is low down on the ground.
- (b) Only one level-crossing or bridge over the Marina south of the Police office.
- (c) Passengers for the Fort served by a station at the gates.
- (d) Does not touch the race course on the Island.
- (e) Lends itself admirably to help the Cooum improvement by the construction of a bridge with sluices for regulating the flow at the mouth.

Via Canal.

- (a) A very expensive line. As level crossings are to be avoided it must be carried on a high bank throughout.
- (b) Ten or twelve road crossings, of which one over the Mount Road near the Fort station must be on the level. The others must be in the form of under-bridges.
- (c) Fort only served as at present by a station half-a-mile away.
- (d) Interferes with half-a-mile of the race-course.
- (e) Cannot assist the Cooum improvement.

It was further pointed out that the foreshore alignment would not spoil the Marina for carriages as horses soon get accustomed to trains, and that trains would be separated from the road by the strip of garden; while on the other route trains suddenly running over-head at bridges would terrify horses to a much greater extent.

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On æsthetic grounds there need be no objection as the railway would be low down out of sight concealed by a hedge, and the two or three passenger stations would be built in a good style of architecture so as not to be eyesores. The interests of the children and others who use the sands, as well as the fishermen, would be amply provided for by judiciously located crossings either in the form of sub-ways or over-bridges. It was therefore asked that permission be given to adopt the Marina route and arrange for a detailed survey and estimate.

7. Before this permission was accorded it was suggested that the Municipality should be consulted, which might be done by a demi-official letter to the Chairman. The papers, together with the map, were therefore sent to the then President who returned them with the remark that there was no doubt about the Marina route being the better of the two, one objection to the canal route being that it was intended to adopt that line for the proposed drainage main. He added that a better route still would be the route described above as route A which he marked in pencil on the map. In the end it was decided that surveys and estimates should be made of the several alternative routes, but Government did not pledge itself to the support of any particular route.

8. These orders were then communicated to the Agent, South Indian Railway, with instructions to investigate the four routes described in paragraph 3 above as A, B, C and D, and to note as follows:—"The chief points to be observed are that the crossing of roads on the level is strongly opposed by the Municipality and must, if possible, be avoided; that the rail level of the Beach line must be taken at such a distance outside the Marina Road kerb-stone all along that the second or outer line hedge will form the inner fence of the railway and this will have to be planted all along, at the same distance from the road, where now absent; that a sufficiency of crossings must be given, for existing fishing and other interests, to the Beach; that Beach stations must be so designed as to be ornaments and not eyesores."

9. Plans and abstract estimates were received in March 1900. The estimates showed the probable cost of low level lines with road crossings and high level lines with under-bridges by all four routes. Of course it must be understood that so far as the foreshore routes A and D are concerned, it was only the portion between San Thomé and Saidapet that would be on the high level and not the portion on the beach which would be kept down practically at the level of the sands in any case.

10. Some description may here be given of the structural features involved in a design for a high level line. The clear height of a railway bridge over a cart road would have to be about 14 feet. Allowing 2 feet for thickness of girders or flooring this would mean that the formation level of the railway must be 16 feet above the surface of the road so that, practically speaking, the railway would have to be carried on a bank about 16 feet high throughout. For a double line the bank must be 28 feet wide at the top and it is usual to construct each of the slopes with a width equal to twice the height, or say in this case 32 feet. The total width of ground on which the bank stands would therefore be $32 + 28 + 32 = 92$ feet.

11. Now it was found in several places that it would not be possible to obtain this width without a very considerable interference with valuable property. For instance between Pycroft's Road and the Cooum, at the back of the Chepauk public buildings, an embankment 92 feet wide along the west bank of the canal would obliterate the existing road and encroach on the adjoining enclosures and would also necessitate the destruction of certain buildings near the canal lock. It also came to notice that, for military reasons, the construction of a high bank near the Fort was absolutely forbidden so that in any case a high level line would have

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to be brought down to a low level as it approaches the Cooum thus making it impracticable to take the roads underneath it at the Wallajah Canal Bridge and the Grant Duff Canal Bridge. Similar difficulties were found to exist elsewhere to such an extent as to make it evident that a proposal to keep the line at a high level north of Barber's Bridge, or thereabouts, could not be accepted in any practicable scheme.

12. The alternative would be to keep the rails down at ground level and pass the roads over the line by means of over-bridges. In this case also the difference in level between the road and the rails must be about 16 feet, and it is necessary that the approach roads on each side shall slope up to the bridge on a gentle gradient of, say, 1 in 30. In order to rise 16 feet each approach road must therefore start from the ground level at a distance of 480 feet. It is evident that in many cases the construction of approaches of this length would either be impracticable or would involve an interference with existing property too great to be faced. Under these circumstances it would not be possible to entirely avoid the use of level-crossings.

13. To return to the projects submitted by the Agent, South Indian Railway. The more accurate information now obtained made it evident to all concerned that routes B and C were quite impracticable and need not be further considered. The alternative now lay between routes A and D and between a high level and a low level line on one of these two routes. In September 1900, the Consulting Engineer forwarded the whole of the papers to the President, Madras Municipal Commission, for perusal and consideration with a view to his advising in due course. In an accompanying note he pointed out that, while quite seeing the objection to level-crossings, he feared that the cost of a high level line would be prohibitive.

14. The President replied in a note, dated 19th October 1900. He agreed that routes B and C were out of the question and between A and D had no hesitation in recommending A, high level. He remarked that route D from where it leaves line A and merges into line B would tap nothing, whereas route A would be of use to Volunteers going to their butts, and would tap Mylapore at Brodie's Road and San Thomé High Road, a district to which crowds resort on the occasion of many religious festivals. He added that he could not recommend the low level for any route.

15. The Consulting Engineer accepted the views of the President and forwarded a copy of his note to the Agent, South Indian Railway, asking that, if the Agent also accepted these views he should now prepare a complete single project with self-contained plan and estimate for a line by route A, high level, so that this project in a complete form might be laid before Government for approval.

16. When the project was ready it was found that the cost of a high level single line would be 13 lakhs and of a high level double line 19 lakhs. A careful estimate was made of the probable traffic, on the basis of receipts at stations on the existing line between Beach and Saidapet, and it was found that there would probably be sufficient to pay a dividend of 3 per cent on the cost of a single line. There would, moreover, be indirect advantages in the relief afforded to the old line, and prospective advantages in the traffic that would arise when the facilities due to the existence of the loop should have been followed by an extension of building and an increase in the number of residents in localities now little occupied. On these grounds the Agent was prepared to advocate the construction of the Marina Loop.

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17. The whole matter was then submitted to Government and, as it appeared from the papers that the advantages of constructing the line were well established and that the route selected was the most convenient and practicable, the scheme was formally approved and was then forwarded to the Government of India with a recommendation that it should find a place in the general programme of railway construction. It was added that a double line rather than a single line was preferred and should be sanctioned if possible. This was in August 1901.

18. In the meantime the Home Board of the South Indian Railway had been asked to express their views on the scheme in its latest shape and, while generally approving it, they gave as their opinion that the line should, in the first instance, be constructed with a single track but that formation and bridges should be constructed for a double line. The Government of India accepted this view and asked that the estimate might be revised accordingly. This was done with the result of bringing it up to a total of Rs. 15 lakhs.

19. In December 1902 intimation was received that the Secretary of State had sanctioned the estimate and that an allotment of funds would be available. It was requested that a programme of expenditure should be prepared and in response to this a small grant was asked for during the current financial year to allow of the final location of the line on the ground and the preparation of detailed designs. The necessary staff was engaged and they have marked out the line and commenced the preparation of drawings.

20. During the early part of the current year, however, there has been an expression of public feeling adverse to the construction of the line. The objection generally speaking is against a railway being constructed along the Marina at all, but from many of the statements made at the public meeting of 1st April, and on other occasions, it is evident that there is considerable misapprehension as to the precise nature of the proposal. This note is intended to give accurate information on the subject and to explain the present position of affairs. It will be observed that routes B and C have been finally rejected as impracticable and that, if a railway is to be made, the choice lies between routes A and D both of which have in common the portion of the line that would run on the sand outside the garden hedge opposite the frequented part of the Marina.

21. If the loop line is to be made at all this part of the scheme must be accepted, so the real question at issue is whether its construction is of sufficient advantage to Madras, and to the particular sections of the community likely to make use of it, to outweigh the undoubted disadvantage of locating it alongside the favourite public promenade. So far as the South Indian Railway is concerned it will be noted from the figures given above that the line offers prospects of fair, but not large, remunerative business and that one of the objects which it would serve could, to a great extent, be secured in another way by doubling the existing line. It would seem desirable to ascertain whether, with full information as to the facts and as to the present position of affairs, the body of public opinion in favour of the construction of the line is as great as that which is opposed to it.

Order—No. 924 Ry., dated 11th May 1903.

Copies of these proceedings will be forwarded to the various public bodies of Madras and to the press, in order to explain the present position of affairs and to ascertain whether, with a full knowledge of the facts of the case, the predominant

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feeling is in favour of constructing or abandoning the proposed Marina Loop Railway.

(True extract)

E. I. SHADBOLT,
Offg. Secretary.

III

G.O. No. 1199 Ry., dated 20th June 1903.

Read—the following papers :—

(i)

G.O. No. 924 Ry., dated 11th May 1903.

ABSTRACT.—Directing that a copy of the Proceedings, which include a Note on the history and present position of the Marina Loop project by Mr. E. I. Shadbolt, Officiating Consulting Engineer for Railways, Madras, be forwarded to the various public bodies of Madras and communicated to the Press.

(ii)

Letter—from the Chairman, Chamber of Commerce, Madras.

To—the Secretary to Government, Public Works Department, Railway Branch.

Dated—Madras, the 22nd May 1903.

With reference to G.O. No. 924 Ry., dated the 11th instant, and the accompanying papers, which give the history and describe the present position of the Marina Loop Railway project of the South Indian Railway, I have the honour to inform you that the Members of the Chamber are unanimously and very strongly opposed to the construction of a line on the foreshore, as they consider that it would irretrievably ruin this public and popular pleasure ground and health resort.

While, possibly, contributing to the convenience of a few, it would be an abiding nuisance and eyesore to the very large number of people who daily frequent the Marina and the sands. The Buckingham Canal alignment having been rejected as impracticable, the Chamber has no hesitation whatever in urging the rejection of the two alternative proposals.

(iii)

Letter—from the Chairman, Madras Trades Association.

To—the Secretary to Government, Public Works Department, Railway Branch.

Dated—Madras, the 26th May 1903.

I have the honour to acknowledge with thanks receipt of G.O. No. 924 Ry., dated 11th May 1903, forwarding certain papers explaining the reasons which led to the adoption of the Marina Loop Line and requesting to be informed whether with a full knowledge of the facts, as therein stated, the feeling of Members of the Trades Association is in favour of constructing or abandoning the proposed line.

The papers have been carefully considered by the Members of the Association and they are of opinion that notwithstanding the facts as now explained, the

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construction of the proposed line would interfere with the free use of the seashore, would ruin the Marina and would be of questionable advantage to those sections of the community who would be expected to make use of it.

For these reasons the Members of this Association see no reason to alter their attitude of unanimous and strong opposition to the proposal and in view of paragraph 6 of letter No. 1555, dated 4th April, from the Agent, South Indian Railway, stating that "a route on the sea side of the Marina is certainly not to the advantage of the railway and must be prejudicial to traffic" it is hoped that the scheme may now be definitely abandoned.

(iv)

Letter—from the President of the Madras Municipal Commission.
To—the Secretary to Government, Public Works Department,
Railway Branch.

Dated—the 2nd June 1903.
No.—135.G.

With reference to G.O. No. 924 Ry., dated 11th May 1903, regarding Marina Loop Line, I have the honour to state that the Municipal Commissioners considered the Government Order at their adjourned general meeting held on 29th May 1903, and passed the following resolution :—

"The Commissioners feeling alive to the several difficulties pointed out by the Government in running a line over the high level bank of the Buckingham Canal, regret that they are unable to withdraw the protest entered by them against the taking of the line along the foreshore of the Marina."

Memorials in favour of the Project.

From inhabitants of Mylapore, dated 20th May 1903.

„ „	of Saidapet	„	25th	„	„
„ „	of Madras	„	25th	„	„
„ „	of Triplicane	„	27th	„	„

Order—No. 1199 Ry., dated 20th June 1903.

In view of the strong and general expression of public feeling that has been manifested against the construction of a railway running alongside the Marina, Government have reconsidered the whole case and have decided to withdraw the project.

2. The Government of India will be addressed.

[Here enter No. 1200 Ry., dated 20th June 1903.]

(True extract)

E. I. SHADBOLT,
Offg. Secretary.

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The Hon'ble the President:—"The Council will now resume discussion on the voting of demand for grants."

II

DEMANDS FOR GRANTS.

DEMAND II—EXCISE.

The Hon'ble Diwan Bahadur A. SUBBARAYALU REDDIYAR:—"Sir, it falls to my duty now to place before the Council Demand No. 2 for voting bearing upon excise, a transferred subject and as such under the Minister's charge. As, Sir, I am comparatively new to the Excise Department I have requested the Hon'ble Mr. Todhunter to help me with his services in discussing the resolutions that might be placed before the House. For that I beg leave of you. And as regards the resolutions, before they are called, I may be permitted to make but one observation and that is this. There are resolutions, among resolutions to be discussed, bearing upon curtailment of the establishment. Now I beg leave of the Council to state that they will allow me some time to judge and see what curtailment can take place. At present I am quite new to the department. From what I know probably there will be a possibility of curtailment, because we know as a matter of fact, while years ago there were 30,000 prosecutions, now there are only 5,000. So there is a possibility of curtailment; but I cannot yet say how much it will be. But one thing I can assure you that above all other departments, this department has been known to be the least corrupt. I advisedly say this. It is owing to the efficiency and discipline prevailing in the department. You may take it upon (shall I say) trust from me that the Excise Department has been fairly immune from charges of a sinister nature. That is my personal experience in the matter, even before I became a Minister. So in considering this demand, I would ask the House to bear in mind that the immunity which is enjoyed is due to the discipline that prevails in that department."

Rao Bahadur C. V. S. NARASIMHA RAJU:—"The motion I beg to move is—

'18. That in 6·A. Excise—Salaries—Establishments and Contingencies, the provision of Rs. 15·57 lakhs plus Rs. 15·34 lakhs plus Rs. 9·97 lakhs be reduced by Rs. 6 lakhs (Budget page 45).'

"In this department I may say that the expenditure as compared with the income is very low, but at the same time if you just watch the progress of expenditure during the last ten or twelve years you will find that the expenditure has more than doubled itself. In the year 1909-10 the expenditure was 18·15 lakhs and the same level was kept up till the year 1917-18, when the expenditure under this head was 18·05 lakhs. In 1918-19, it rose to 21 odd lakhs, in 1919-20 it was 22 odd lakhs, in 1920-21, 25 and odd lakhs and this year it was budgeted for 31 odd lakhs. In all these figures, we are taking into account the expenditure which was due to salt. It is seen that during the course of four years, the expenditure has risen from 18 lakhs to 31 lakhs, i.e., more than 13 lakhs. In the year 1918-19, three lakhs was the extra expenditure and this was due to the grant of war allowances, to revision of pay of subordinate establishments and to construction of quarters and buildings in connexion with the extension of salt pans. Again, there was an increase of 1·50 lakhs in 1919-20. The increase is chiefly under establishment, war allowance, clothing and uniform. In 1920-21, there was an increase of 4·50 lakhs, i.e., 2 lakhs in excess over the budget estimate. I am not able to find out the reason why there should be an extra expenditure of 2 lakhs as compared with the budget estimate. Again, over the revised estimate, there is an increase of 6·50 lakhs according to the budget estimate of this year. And most of it is under almost all the heads. Therefore this growth of expenditure requires careful study